

Subject Pupil transportation safety

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Overview

This bill amends provisions on pupil transportation safety, to (1) require student training on safe active transportation (e.g., walking and biking); and (2) authorize local units of government to set speed limits that differ from the statutory defaults, in school speed zones, safe routes to school corridors, and specified areas near schools. The changes are effective August 1, 2023.

Summary

Section	Description
1	<p>Student training. Makes a conforming change.</p>
2	<p>[Adds § 123B.935] Active transportation safety training. Establishes requirements on active transportation safety training.</p> <p>Subd. 1. Training required. Requires school districts to provide active transportation safety training for students in kindergarten through grade 8. Specifies general training topics, which are divided into groupings of student grade levels.</p> <p>Subd. 2. Deadlines. Establishes deadlines by which students must receive the training, based on student enrollment dates.</p> <p>Subd. 3. Instruction. Allows for remote instruction. Provides direction on accommodations.</p> <p>Subd. 4. Model program. Directs the Minnesota Department of Transportation (MnDOT) to maintain training materials.</p>
3	<p>Speed zoning in school zone; surcharge. Permits any local road authority (e.g., a county or city) to set the speed limit on all roads that are within a school zone, regardless of whether the road authority has</p>

Section	Description
	jurisdiction over the road. Eliminates mandatory consent of MnDOT for speed limit setting on affected trunk highways. (A traffic and engineering study is still required.)
4	School-related speed limits. Authorizes cities to set a speed limit on roads in the area of school speed zones as well as along designated safe routes to school corridors, regardless of which authority has jurisdiction over the road. Sets a floor for the speed limit of at least 20 miles per hour.



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